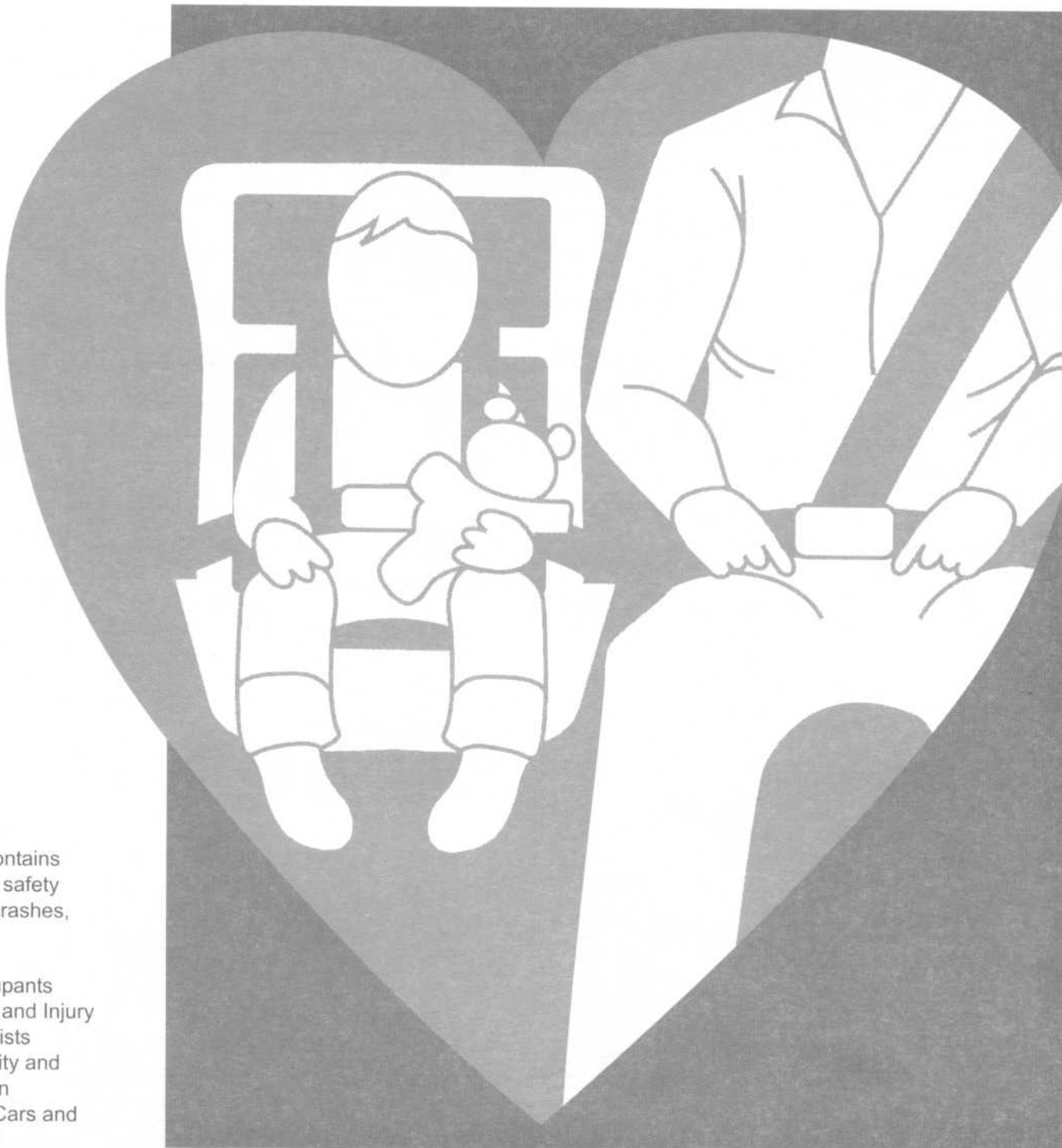


VII. SAFETY EQUIPMENT



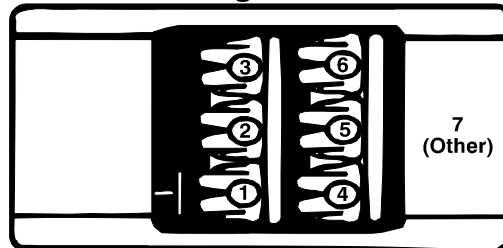
This section contains information on safety equipment in crashes, including:

- Age of Occupants
- Helmet Use and Injury to Motorcyclists
- Injury Severity and Seat Position
- Passenger Cars and Light Trucks

2001 Safety Equipment Use in Passenger Cars by Injury Severity and Seat Position

| | Seat Position by Safety Equipment Use | | | | | | | | | | | | | | TOTAL | |
|-------------------|---------------------------------------|--------|-----|-----|--------|-------|-------|-----|-------|-----|-------|-------|-------|-----|---------|--------|
| | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | | |
| Injury Severity | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No |
| Not Injured | 99,626 | 5,449 | 723 | 80 | 25,122 | 1,820 | 6,850 | 531 | 2,811 | 253 | 8,317 | 630 | 1,531 | 89 | 144,980 | 8,852 |
| Incapacitating | 1,505 | 855 | 17 | 15 | 429 | 339 | 50 | 55 | 15 | 26 | 85 | 89 | 10 | 6 | 2,111 | 1,385 |
| Nonincapacitating | 6,174 | 1,996 | 48 | 29 | 1,712 | 860 | 297 | 128 | 82 | 50 | 359 | 185 | 39 | 14 | 8,711 | 3,262 |
| Possible | 16,783 | 2,042 | 139 | 27 | 4,941 | 911 | 822 | 181 | 294 | 91 | 1,146 | 226 | 178 | 37 | 24,303 | 3,515 |
| Killed | 128 | 177 | 1 | 0 | 38 | 47 | 6 | 8 | 3 | 5 | 2 | 11 | 2 | 0 | 180 | 248 |
| TOTAL | 124,216 | 10,519 | 928 | 151 | 32,242 | 3,977 | 8,025 | 903 | 3,205 | 425 | 9,909 | 1,141 | 1,760 | 146 | 180,285 | 17,262 |

Seating Position



2001 Safety Equipment Use in Passenger Cars in Crashes by Age of Occupant

| Age of Occupant | Shoulder & Lap Belt | Lap Belt Only | Shoulder Belt Only | Child Safety Seat | None | TOTAL |
|-----------------|---------------------|---------------|--------------------|-------------------|--------|---------|
| 1-2 | 433 | 81 | 15 | 2,231 | 81 | 2,841 |
| 3 | 433 | 91 | 7 | 837 | 39 | 1,407 |
| 4 | 730 | 158 | 11 | 482 | 55 | 1,436 |
| 5-9 | 4,587 | 688 | 41 | 377 | 312 | 6,005 |
| 10-14 | 5,770 | 552 | 38 | 0 | 682 | 7,042 |
| 15 | 2,527 | 173 | 10 | 0 | 468 | 3,178 |
| 16 | 8,083 | 209 | 65 | 0 | 1,051 | 9,408 |
| 17 | 8,273 | 191 | 60 | 0 | 1,272 | 9,796 |
| 18 | 7,442 | 140 | 71 | 0 | 1,293 | 8,946 |
| 19 | 6,382 | 90 | 57 | 0 | 1,011 | 7,540 |
| 20 | 5,534 | 85 | 52 | 0 | 918 | 6,589 |
| 21 | 5,153 | 53 | 35 | 0 | 885 | 6,126 |
| 22 | 4,523 | 50 | 41 | 0 | 686 | 5,300 |
| 23 | 4,045 | 40 | 21 | 0 | 539 | 4,645 |
| 24 | 3,563 | 52 | 28 | 0 | 468 | 4,111 |
| 25-34 | 27,751 | 234 | 203 | 0 | 2,849 | 31,037 |
| 35-44 | 26,514 | 207 | 141 | 0 | 1,939 | 28,801 |
| 45-54 | 20,548 | 134 | 96 | 0 | 1,169 | 21,947 |
| 55-64 | 11,001 | 75 | 52 | 0 | 489 | 11,617 |
| 65-74 | 7,861 | 52 | 43 | 0 | 329 | 8,285 |
| 75-84 | 6,161 | 36 | 25 | 0 | 336 | 6,558 |
| 85 & over | 1,476 | 13 | 7 | 0 | 103 | 1,599 |
| Unknown | 1,542 | 96 | 21 | 1,386 | 288 | 3,333 |
| TOTAL | 170,332 | 3,500 | 1,140 | 5,313 | 17,262 | 197,547 |

These reports count only those occupants for whom safety equipment use and seat location were recorded on the accident report form. Caution: Safety equipment use for many occupants was self-reported. Therefore, these figures may overstate actual use of safety equipment. Yes = used safety belts or child safety seat. No = no safety equipment used.

2001 Safety Equipment Use in Light Trucks by Injury Severity and Seat Position

| | Seat Position by Safety Equipment Use | | | | | | | | | | | | | | TOTAL | |
|-------------------|---------------------------------------|-------|-----|-----|-------|-----|-----|----|-----|----|-----|----|-----|----|--------|-------|
| | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | | |
| Injury Severity | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No |
| Not Injured | 20,947 | 1,743 | 456 | 117 | 4,278 | 410 | 440 | 33 | 234 | 17 | 597 | 44 | 67 | 10 | 27,019 | 2,374 |
| Incapacitating | 217 | 222 | 5 | 17 | 56 | 83 | 3 | 4 | 1 | 5 | 8 | 5 | 5 | 0 | 295 | 336 |
| Nonincapacitating | 1,015 | 487 | 26 | 29 | 235 | 199 | 16 | 13 | 7 | 6 | 23 | 12 | 6 | 1 | 1,328 | 747 |
| Possible | 2,193 | 405 | 50 | 25 | 597 | 146 | 48 | 7 | 23 | 5 | 56 | 9 | 3 | 0 | 2,970 | 597 |
| Killed | 16 | 75 | 0 | 3 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 17 | 91 |
| TOTAL | 24,388 | 2,932 | 537 | 191 | 5,167 | 849 | 507 | 57 | 265 | 33 | 684 | 72 | 81 | 11 | 31,629 | 4,145 |

This report counts only those occupants for whom safety equipment use and seat location were recorded on the accident report form. Caution: Safety equipment use for many occupants was self-reported. Therefore, these figures may overstate actual use of safety equipment. Yes = used safety belts or child safety seat. No = no safety equipment used.

2001 Safety Equipment Use in Light Trucks in Crashes by Age of Occupant

| Age of Occupant | Shoulder & Lap Belt | Lap Belt Only | Shoulder Belt Only | Child Safety Seat | None | TOTAL |
|-----------------|---------------------|---------------|--------------------|-------------------|-------|--------|
| 1-2 | 39 | 6 | 1 | 175 | 9 | 230 |
| 3 | 47 | 14 | 2 | 58 | 6 | 127 |
| 4 | 94 | 14 | 2 | 31 | 7 | 148 |
| 5-9 | 496 | 91 | 4 | 19 | 53 | 663 |
| 10-14 | 638 | 94 | 4 | 0 | 94 | 830 |
| 15 | 276 | 16 | 2 | 0 | 82 | 376 |
| 16 | 849 | 31 | 6 | 0 | 175 | 1,061 |
| 17 | 910 | 14 | 3 | 0 | 202 | 1,129 |
| 18 | 910 | 32 | 6 | 0 | 218 | 1,166 |
| 19 | 891 | 14 | 5 | 0 | 203 | 1,113 |
| 20 | 921 | 13 | 8 | 0 | 164 | 1,106 |
| 21 | 904 | 18 | 8 | 0 | 209 | 1,139 |
| 22 | 764 | 15 | 5 | 0 | 172 | 956 |
| 23 | 697 | 12 | 6 | 0 | 150 | 865 |
| 24 | 677 | 9 | 7 | 0 | 113 | 806 |
| 25-34 | 5,962 | 65 | 45 | 0 | 816 | 6,888 |
| 35-44 | 6,468 | 49 | 32 | 0 | 697 | 7,246 |
| 45-54 | 4,551 | 35 | 27 | 0 | 396 | 5,009 |
| 55-64 | 2,377 | 11 | 12 | 0 | 157 | 2,557 |
| 65-74 | 1,254 | 10 | 7 | 0 | 115 | 1,386 |
| 75-84 | 459 | 7 | 5 | 0 | 64 | 535 |
| 85 & over | 70 | 0 | 0 | 0 | 14 | 84 |
| Unknown | 217 | 3 | 4 | 101 | 29 | 354 |
| TOTAL | 30,471 | 573 | 201 | 384 | 4,145 | 35,774 |

This report counts only those occupants for whom safety equipment use and seat location were recorded on the accident report form. Caution: Safety equipment use for many occupants was self-reported. Therefore, these figures may overstate actual use of safety equipment. Yes = used safety belts or child safety seat. No = no safety equipment used.

2001 Passenger Car and Light Truck Occupants for Whom Airbag Deployed in Crash - Manner of Collision by Injury Severity

| Manner of Collision | Injury Severity | | | | | Total |
|--------------------------------------|-----------------|----------------|--------------------|--------------|--------------|---------------|
| | Killed | Incapacitating | Non-incapacitating | Possible | Not Injured | |
| Angle | 38 | 392 | 1,369 | 1,899 | 2,517 | 6,215 |
| No collision with vehicle in transit | 69 | 302 | 930 | 883 | 1,851 | 4,035 |
| Rear end | 4 | 92 | 430 | 678 | 1,733 | 2,937 |
| Head on | 35 | 150 | 267 | 283 | 274 | 1,009 |
| Side swipe opposite | 4 | 30 | 95 | 103 | 171 | 403 |
| Side swipe same | 0 | 19 | 55 | 75 | 182 | 331 |
| Rear to rear | 0 | 1 | 5 | 14 | 13 | 33 |
| Unknown | 6 | 14 | 50 | 89 | 286 | 445 |
| TOTAL | 156 | 1,000 | 3,201 | 4,024 | 7,027 | 15,408 |

This table does not take into account whether or not the person was using a safety belt at the time of the crash.

2001 Safety Equipment Use on Motorcycles by Injury Severity and Seat Position

| Injury Severity | Seat Position by Safety Equipment Use | | | | | | | | | |
|-------------------|---------------------------------------|----------------|------------|------------|--------------|-------------|----------------|-----------|-----------|------------|
| | Driver | | | | | Passenger | | | | |
| | Helmet Worn | Eye Protection | None | Unknown | Total | Helmet Worn | Eye Protection | None | Unknown | Total |
| Not Injured | 117 | 137 | 53 | 89 | 396 | 15 | 17 | 15 | 10 | 57 |
| Incapacitating | 163 | 254 | 122 | 33 | 572 | 17 | 41 | 25 | 7 | 90 |
| Nonincapacitating | 289 | 353 | 200 | 60 | 902 | 41 | 53 | 35 | 2 | 131 |
| Possible | 143 | 131 | 97 | 38 | 409 | 14 | 18 | 11 | 4 | 47 |
| Killed | 12 | 32 | 16 | 2 | 62 | 2 | 2 | 3 | 1 | 8 |
| TOTAL | 724 | 907 | 488 | 222 | 2,341 | 89 | 131 | 89 | 24 | 333 |

| Injury Severity | Seat Position by Safety Equipment Use | | | | | | | | | |
|-------------------|---------------------------------------|----------------|----------|----------|----------|-------------|----------------|------------|------------|--------------|
| | Side Car | | | | | TOTAL | | | | |
| | Helmet Worn | Eye Protection | None | Unknown | Total | Helmet Worn | Eye Protection | None | Unknown | Total |
| Not Injured | 0 | 1 | 0 | 0 | 1 | 132 | 155 | 68 | 99 | 454 |
| Incapacitating | 0 | 0 | 0 | 0 | 0 | 180 | 295 | 147 | 40 | 662 |
| Nonincapacitating | 0 | 1 | 0 | 0 | 1 | 330 | 407 | 235 | 62 | 1,034 |
| Possible | 1 | 0 | 1 | 0 | 2 | 158 | 149 | 109 | 42 | 458 |
| Killed | 0 | 0 | 0 | 0 | 0 | 14 | 34 | 19 | 3 | 70 |
| TOTAL | 1 | 2 | 1 | 0 | 4 | 814 | 1,040 | 578 | 246 | 2,678 |

This report counts only those motorcyclists for whom seat location was recorded on the accident report form.

2001 Motorcyclists Injured by Age and Role by Safety Equipment Use

| Age | Driver | | | | Passenger | | | | Side Car | | | | Total | | | |
|-------------|-------------|-------------|------|-----|-------------|-------------|------|-----|-------------|-------------|------|-----|-------------|-------------|------|-------|
| | Helmet Worn | Eye Protect | None | Unk | Helmet Worn | Eye Protect | None | Unk | Helmet Worn | Eye Protect | None | Unk | Helmet Worn | Eye Protect | None | Unk |
| Under 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10-14 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 15 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 3 | 0 | 1 | 4 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 17 | 6 | 1 | 1 | 1 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 |
| 18 | 26 | 7 | 13 | 1 | 47 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 14 | 2 |
| 19 | 30 | 24 | 11 | 8 | 73 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 12 | 8 |
| 20 | 27 | 19 | 13 | 5 | 64 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 21 | 16 | 6 |
| 21 | 22 | 19 | 15 | 5 | 61 | 2 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 25 | 15 | 7 |
| 22 | 15 | 22 | 18 | 3 | 58 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 24 | 20 | 4 |
| 23 | 17 | 20 | 13 | 1 | 51 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 13 | 1 |
| 24 | 20 | 19 | 11 | 3 | 53 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 12 | 3 |
| 25-34 | 119 | 183 | 85 | 30 | 417 | 2 | 29 | 16 | 1 | 0 | 0 | 0 | 1 | 121 | 101 | 31 |
| 35-44 | 106 | 213 | 116 | 28 | 463 | 17 | 34 | 19 | 2 | 0 | 0 | 0 | 0 | 123 | 135 | 30 |
| 45-54 | 132 | 168 | 90 | 32 | 422 | 26 | 15 | 16 | 2 | 0 | 1 | 0 | 1 | 158 | 107 | 34 |
| 55-64 | 52 | 38 | 21 | 7 | 118 | 5 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 57 | 25 | 7 |
| 65-74 | 11 | 4 | 9 | 0 | 24 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 4 | 1 |
| 75-84 | 8 | 1 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 |
| 85 and over | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 1 |
| TOTAL | 595 | 738 | 419 | 131 | 1,883 | 72 | 112 | 71 | 13 | 268 | 1 | 1 | 1 | 668 | 851 | 144 |
| | | | | | | | | | | | | | 3 | | | 2,154 |

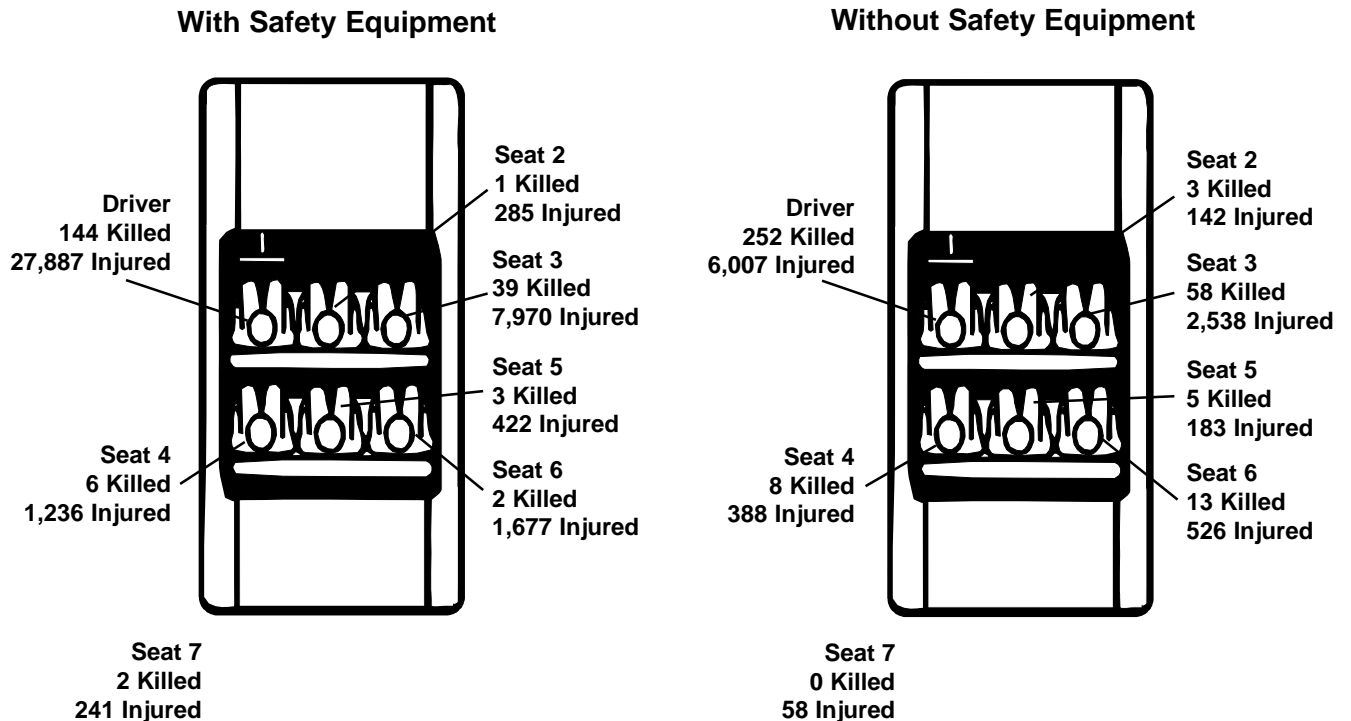
Eye Protect = eye protection Unk = unknown
Note: This report counts only those motorcyclists for whom seat location was known.

2001 Motorcyclists Killed by Age and Role by Safety Equipment Use and Gender

| Age | Driver | | | | | | Passenger | | | | | | Total | | | | | |
|-------|-------------|---|---------|----------------|----|---------|---------------|---|---------|---------|---|---------|-------------|---|---------|----------------|---|---------|
| | Helmet Worn | | | Eye Protection | | | No Protection | | | Unknown | | | Helmet Worn | | | Eye Protection | | |
| | M | | F | M | | F | M | | F | M | | F | M | | F | M | | F |
| | M | F | Unknown | M | F | Unknown | M | F | Unknown | M | F | Unknown | M | F | Unknown | M | F | Unknown |
| 10-14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 22 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 |
| 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 25-34 | 1 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 2 | 7 |
| 35-44 | 1 | 1 | 10 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 3 | 10 | 0 | 10 |
| 45-54 | 2 | 0 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 9 | 1 | 10 |
| 55-64 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 |
| 65-74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 |
| 75-84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 11 | 1 | 31 | 1 | 16 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 11 | 3 | 14 | 31 | 3 | 34 |
| | | | | | | | | | | | | | 16 | 3 | 19 | | | |
| | | | | | | | | | | | | | 2 | 1 | 3 | | | |

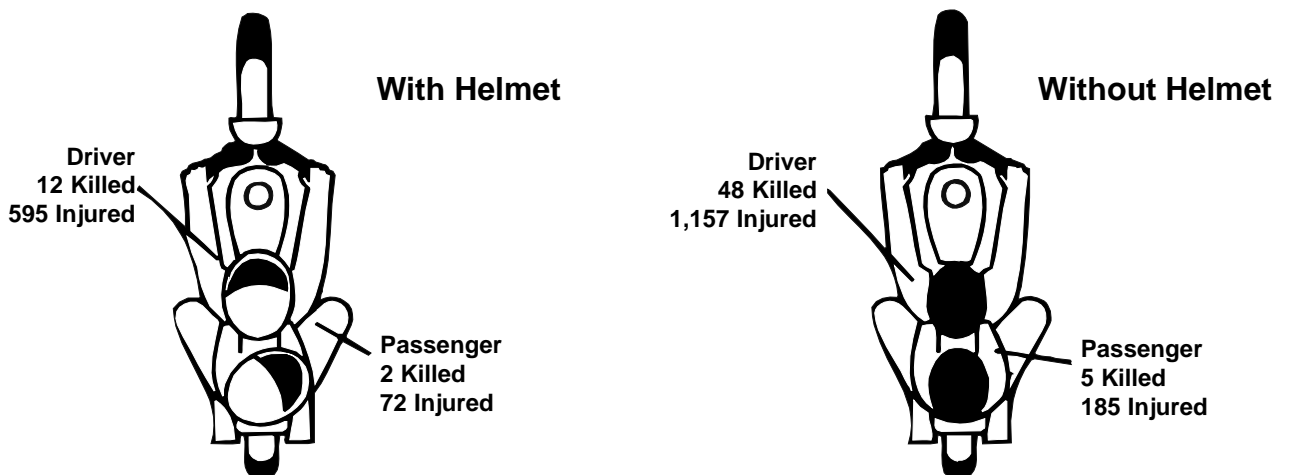
M = male F = female Tot = total

2001 Occupants and Injury Severity by Seating Position and Safety Equipment Use Passenger Cars and Light Trucks



These numbers count only those occupants for whom safety equipment use and seat location were reported on the accident report form. Seat 7 includes miscellaneous seat positions such as third row seats in cars and vans. Note that use of safety equipment is often self-reported on the crash report form and may not reflect actual use.

Motorcycles



These numbers include only those motorcyclists whose safety equipment use was reported on the crash report form. Use of safety equipment is often self-reported and may not reflect actual use. *Without Helmet* includes those cases where safety equipment was *Eye Protection Only*.

Glossary of Terms

ALCOHOL-RELATED CRASH - Either a driver, bicyclist or pedestrian is listed on a police or coroner report as drinking alcohol before the crash.

ALCOHOL-RELATED FATALITY - A person who died within 30 days as a result of a traffic crash involving alcohol.

ALCOHOL CONCENTRATION (AC) TEST - A test to determine the level of alcohol in a person's blood-stream. In Wisconsin, the limit of .10 equals an alcohol level of 1 part per thousand.

COLLISION CRASH - A motor vehicle crash other than an overturning incident in which the first harmful event is a collision of a road vehicle in transport with another motor vehicle, other property, or pedestrians.

CRASH - An occurrence that originates or terminates on a traffic way, that involves at least one motor vehicle in transport and results in injury or death to any person, or damage to any property. This includes acts by the operators of motor vehicles that contribute to the cause of a crash regardless of physical contact and, for the purpose of ch. 344, WI Stats, (Safety Responsibility Program), includes intentional acts.

CRASH RATE - The number of crashes per 100 million vehicle miles traveled.

CRASH SEVERITY

Fatal Crash - A motor vehicle traffic crash in which one or more persons were killed.

Injury Crash - A motor vehicle traffic crash involving one or more persons who were physically harmed or who complained of physical harm but were not killed.

Property Damage Crash - A motor vehicle traffic crash involving property damage and no injury or death.

CRASH TYPE - The category that best describes the general type of collision which was the first harmful event, that is, the first occurrence of injury or damage.

DRIVER/OPERATOR - The occupant of a vehicle who is in actual physical control of a vehicle in transit or, for an out-of-control vehicle, the occupant who was in control before control was lost.

FATALITY RATE - The number of persons killed per 100 million vehicle miles traveled.

FIRE-RELATED CRASH - Combustion, explosion or burning of a unit related to a motor vehicle crash regardless of whether a collision occurs.

FIRST HARMFUL EVENT - The first occurrence of injury or property damage in a motor vehicle crash.

HAZARDOUS MATERIAL SPILLAGE - A load spilled from a cargo-carrying vehicle that is considered dangerous or involves risk.

INJURY SEVERITY

Fatal Injury (K Injury) - An injury received in a traffic crash that results in death within thirty (30) days of the crash.

Incapacitating Injury (A Injury) - An injury, other than fatal, that prevents walking, driving, or performing other activities that were performed before the crash.

Nonincapacitating Injury (B Injury) - An injury, other than fatal or incapacitating, that is evident at the scene. Evidence includes known symptoms.

Possible Injury (C Injury) - Any injury that is not evident at the scene but that is claimed by the individual or suspected by the law enforcement officer.

INTERSECTION - An area that contains a crossing or connection of two or more roadways not classified as driveway access and within the prolongation of the lateral curb lines. If no curb exists, it is the area within the extension of the lateral boundary lines of the roadway of two joined traffic ways.

INTERSECTION-RELATED - A crash resulting from an activity, behavior, or traffic control that affects a unit's movement in relation to an intersection, whether or not the point of origin or first harmful event occurred within the intersection.

MOTOR VEHICLE - A self-propelled vehicle, including trailers and semitrailers designed for use with such vehicles. This does not include farm tractors, implements of husbandry, road machinery, well drillers or snowmobiles which are classified as equipment. (See UNIT TYPE.)

MOTOR VEHICLE IN TRANSPORT - A motor vehicle in operation (i.e. not parked).

MOTOR VEHICLE IN TRANSPORT IN OTHER ROADWAY - A collision of a vehicle with another vehicle after crossing a separation area between two parallel roadways (e.g. vehicle left freeway and hit another vehicle on a frontage road).

NON-COLLISION CRASH - Any motor vehicle crash other than a collision crash, including explosion of any part of the motor vehicle, fire starting in the motor vehicle, overturning, immersion, vehicle struck by a flying object, etc.

OCCUPANT - Any person who is in or upon a vehicle, including the driver, passenger, and persons riding on the outside of the vehicle.

PASSENGER - Any occupant of a vehicle who is not the driver.

POINT OF ORIGIN - The location point where a crash begins from an activity affecting a unit's movement.

REPORTABLE CRASH - A crash resulting in injury or death of any person, any damage to government-owned non-vehicle property to an apparent extent of \$200 or more, or total damage to property owned by any one person to an apparent extent of \$1,000 or more. (This definition went into effect 1/1/96. See page 2.)

ROLE - The function of the person at the time of the crash, such as: driver, owner, passenger, injured property owner, bicyclist, or pedestrian.

RURAL CRASH - A crash that occurred in an unincorporated area or in an incorporated area with a population under 5,000.

SPEED-RELATED CRASH - A crash where at least one driver involved in the crash received a citation for speeding, or was listed on the accident report as "exceeding speed limit" or "speed too fast/conditions."

TRAFFIC WAY - Premises open to the public as a matter of right or custom for use of their motor vehicles whether the premises are publicly or privately owned.

UNIT TYPE - A way of identifying a road vehicle or a pedestrian involved in a crash. There are seven general categories of unit type:

Auto - Passenger car, police car, ambulance, etc.

Truck - Utility truck, straight truck, fire truck, truck tractor (not attached, semi attached, double bottom), motor home, etc.

Motorcycle - Motorcycle, moped, motor scooter, etc.

Bus - School bus, passenger bus, etc.

Equipment - Farm tractor and other self-propelled farm equipment, other working machines (e.g., forklift, grader, end loader, etc.), railroad train, snow plow, snowmobile, all-terrain vehicle, and miscellaneous.

Bicycle - Every non-motorized device propelled by the feet acting upon the pedals including unicycles, bicycles, tricycles, etc.

Pedestrian - Any person afoot (or using assistive devices). This includes someone getting on or off a vehicle.

URBAN CRASH - A crash that occurred within the limits of an incorporated area having a population of 5,000 or more.

VEHICLE MILES - The estimated total number of annual miles traveled by motor vehicles on Wisconsin highways and roadways.

VEHICLE TYPE - A way of further classifying a unit type by vehicle use and registration.

WORK ZONE - The area between the first advance warning sign and the point beyond the utility or construction work area where traffic is no longer affected.

WORK ZONE-RELATED - A crash that results from an activity, behavior, or traffic control related to a work zone but not necessarily within it.

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For answers to questions regarding this book, write the above address or call 608/266-0402. You can email us, dtim@dot.state.wi.us, and view this publication online, <http://www.dot.state.wi.us>.

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